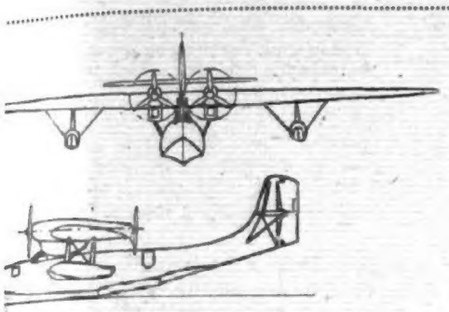
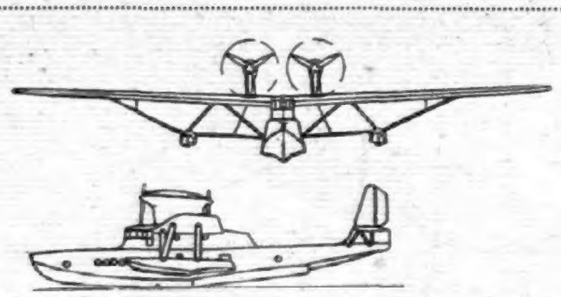
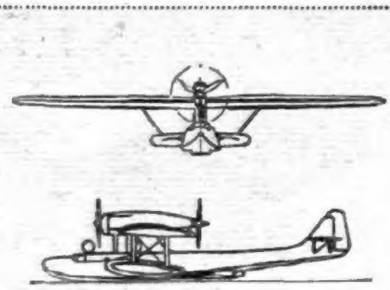


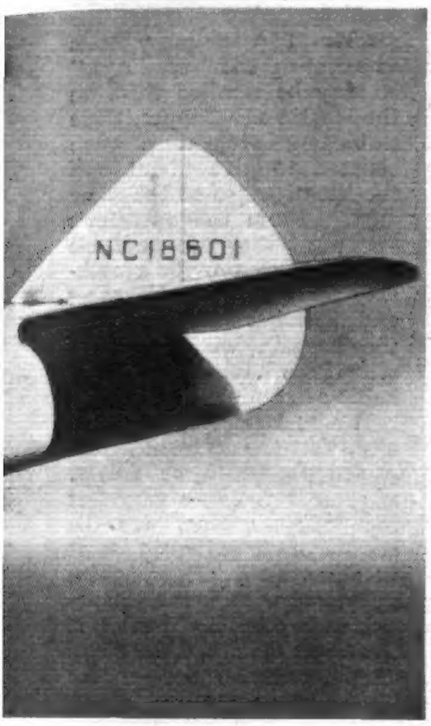
Lioré et Olivier H.47.



Loire 102.



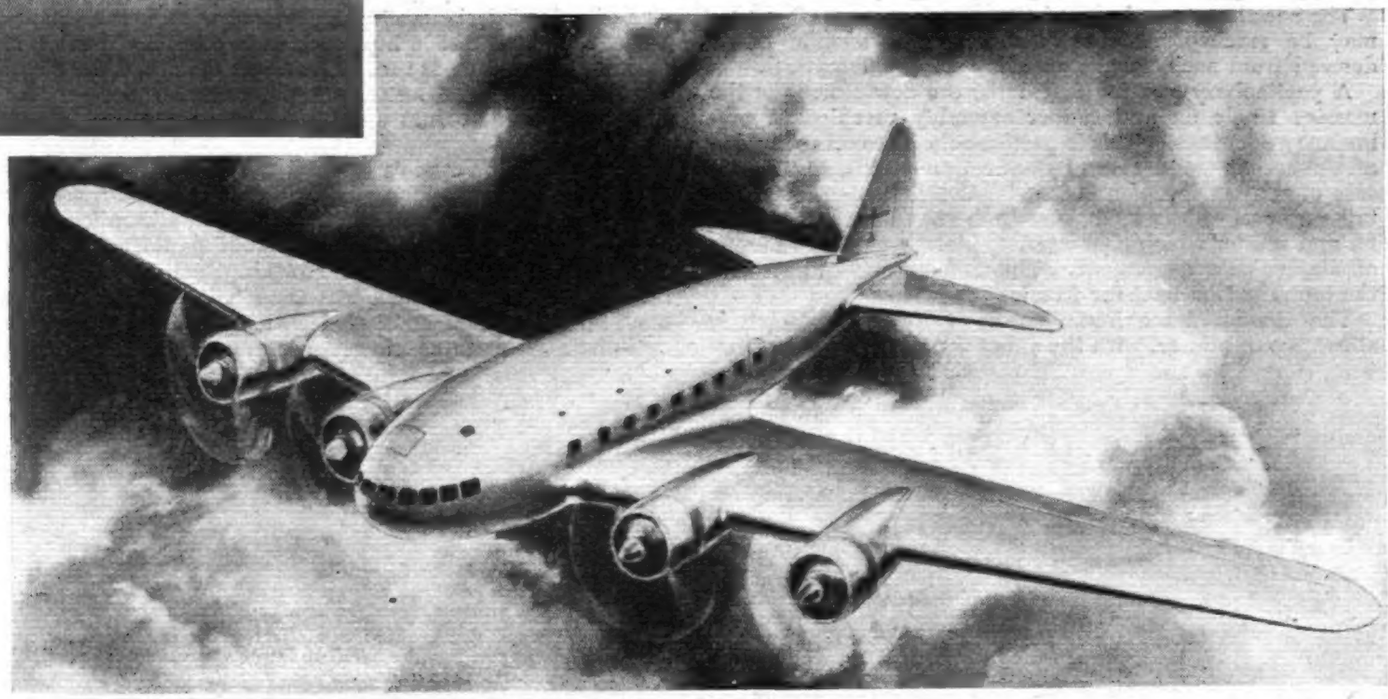
Dornier Do.18.

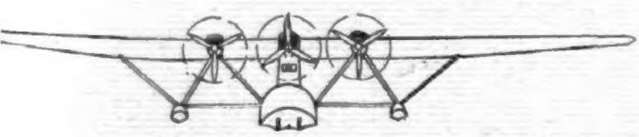


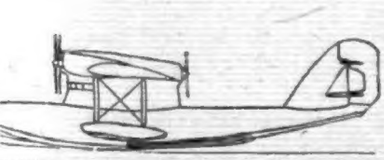
The miniature outline drawings on these pages illustrate various types of machines which have been used over the North or South Atlantic. They are to a uniform scale and are reproduced from a paper, "North Atlantic Air Service," read by Mr. J. H. Parkin, M.E., M.E.I.C., F.R.S.C., F.R.Ae.S., before the Engineering Institute of Canada.

Six 314s are on the stocks, though all of these are not destined for transatlantic service. Flying at a gross weight of 82,000 lb. (possibly increased for transoceanic work), the 314 will carry the equivalent of seventy-two passengers, a crew of eight, and what is described as an unprecedented amount of cargo. There will be two decks for passengers (in the Empire boats the upper section of the hull is reserved solely for the crew and mails), and characteristic features will be the advanced form of "seawings," or sponsons, and the sharply tapered cantilever wing which is carried on the upper portion of the hull proper, Short fashion, and not on a streamlined superstructure as on the Martin and Sikorsky types which the Boeing 314 will supersede.

On the left is a sectioned view of the Boeing 314 Super Clipper of the type which, with auxiliary tankage, is likely to be used some time next year for transatlantic experiments. The engines are four Wright two-row Cyclones of about 1,500 h.p. each. Below is an impression of the Boeing 307 landplane. At least one of these machines, now being built at Seattle, is likely to be used by P.A.A. for transatlantic work. It will have a pressure cabin for sub-stratosphere flying.







Blériot 5190
Santos Dumont.

Short Empire Class
(long-range version
almost identical).